

ALASKA DEEP DRAFT ARCTIC PORTS STUDY

BIBLIOGRAPHY OF ALASKA ARCTIC RESEARCH

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ARCTIC ORGANIZATION	WEBSITE	DESCRIPTION
National Oceanic and Atmospheric Administration (NOAA)	http://www.arctic.noaa.gov	Very interesting website on the Arctic featuring papers, articles and essays aimed at scientists and the general public. Every one of them features links to resources concerning the topic they focus on, enabling visitors to broaden their knowledge.
Arctic Research Commission	http://www.arctic.at/castaway/	This website features a huge collection of links and resources concerning the Arctic and Antarctic (bases, sites and live webcams, list of scientific research websites, explorers, tourism offices, books, etc). It gives a very good overview of available on-line resources concerning the polar regions.
Arctic Monitoring and Assessment Programme (AMAP)	http://www.amap.no/	The role of the AMAP is to advise the governments of Arctic countries on threats to the Arctic region from pollution and associated issues. Reports aimed at the general public are available to download, as are scientific ones. Videos, maps and graphics are also made accessible.

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2012	Oil Spills in Arctic Waters: An Introduction and Inventory of Research Activities and USARC Recommendations http://www.arctic.gov/publications/oil_spills_2012.html	US Arctic Research Commission	This "white paper" is a compilation of research on oil spills in ice-covered Arctic waters and recommendations for future work. We identify research entities in governmental, nongovernmental, industrial, and private organizations, and provide an inventory of research projects. Given that much work is currently in progress, we provide only a snapshot in time, and an introduction to the topic.
2012	Report on the Goals and Objectives for Arctic Research, 2012-2012 for the US Arctic Research Program Plan http://www.arctic.gov/publications/2011-12_usarc_goals.pdf	US Arctic Research Commission	As required by the Arctic Research and Policy Act, the US Arctic Research Commission (USARC) recommends goals for the nation's Arctic Research Program Plan. These goals are based on advice we receive from Arctic residents, government agencies, scientists, and citizens who are keenly interested in the Arctic's future. The following pages of this report have three parts: research goals, communication and coordination, and emerging research topics.

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2012	Alaska State Legislature ANWTF Report http://66.160.145.48/coms/anw/pdfs/27/draft_recommendations_part_01.pdf	ANWTF/AK State Legislature	This report contains information on many topics and identifies a number of opportunities and concerns. It also contains a number of recommendations on how to best plan and prepare communities and state government for future changes in the Arctic.
2012	Alaska ShoreZone Coastal Mapping and Imagery http://alaskafisheries.noaa.gov/shorezone/	NOAA	Seven year project that mapped 19,000 miles of coastal habitat of Southeast Alaska from Dixon to Yakutat
2012	Arctic Capabilities http://www.gao.gov/assets/590/587676.pdf	United States Government Accountability Office	GOA analyzes DOD's "Arctic Report" and related documents and interviewed DOD and U.S. Coast Guard officials.
2012	Report to Congress on Arctic Operations and the Northwest Passage http://www.defense.gov/pubs/pdfs/Tab_A_Arctic_Report_Public.pdf	Department of Defense	This report responds to House Report 111-491, page 337, to accompany H.R. 5136, the National Defense Authorization Act for Fiscal Year 2011, which requested the Department of Defense (DoD) provide a report on Arctic operations addressing strategic national security objectives, needed mission capabilities, an assessment of changing the Unified Command Plan (UCP), needed basing infrastructure, and the status of and need for icebreakers.
2012	15 U.S.C. § 4111 : US Code - Section 4111: "Arctic" defined http://codes.lp.findlaw.com/uscode/15/67/4111	US Law	As used in this chapter, the term "Arctic" means all United States and foreign territory north of the Arctic Circle and all United States territory north and west of the boundary formed by the Porcupine, Yukon, and Kuskokwim Rivers; all contiguous seas, including the Arctic Ocean and the Beaufort, Bering, and Chukchi Seas; and the Aleutian chain.
2012	Nome Energy Support, AK Unmanned Aircraft Support After Action Report.	Gregory Walker and David Giessel University of Alaska Fairbanks	This project was supported within the DHS S&T National Center for Island, Maritime, and Extreme Environment Security (CIMES) Center of Excellence. The work offered a significant opportunity to integrate into a real-world response, coordinated by the federal representative, US Coast Guard, and the state representative, the Alaska Department of Environmental Conservation, to aid in the preparation for a potential oil spill in sea ice.

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Sept 2012	<p>Bering Strait Management Authority Workshop Summary</p> <p>https://www.institutenorth.org/programs/arctic-advocacy-infrastructure/week-of-the-arctic/bering-strait-management-authority/</p>	Hosted by Institute of the North (2012 Week of the Arctic)	<p>The Bering Strait Management Authority workshop featured plenary and small group sessions focused on 1) critical issues of investment and infrastructure; 2) communications and stakeholders; and 3) the functions and responsibilities of governance. Taking into consideration current efforts around traffic management and a deep-water port—including the USCG vetting of the Port Access Route Study and the USACE efforts to produce an Arctic Ports study—participants examined existing co-management models that might work for Alaska’s Bering Strait Management. Homework for attendees included the Integrated Ocean Management Plan for the Beaufort Sea, the Great Lakes/St. Lawrence Seaway Authority, the Baltic Sea States Sub-regional Co-Operation and Port Fourchon.</p> <p>The proceedings from the workshop will be vetted with regional stakeholders in Alaska and Russia for their input.</p>
Sept 2012	<p>Arctic Council Strategic Planning – Alaska’s Priorities for and Role in the 2015 U.S. Chairmanship</p> <p>http://www.institutenorth.org/programs/arctic-advocacy-infrastructure/week-of-the-arctic/arctic-council-strategic-planning/</p>	Institute of the North	<p>The Arctic Council strategic planning workshop featured plenary and small group sessions focused on critical issues. The U.S. has begun to consider how it will approach the U.S. chairmanship of the Arctic Council in 2015. Report includes key themes the Chairmanship should address. Many policy makers and subject matter experts who play a significant role in working on Arctic issues and with the Arctic Council participated in this day-long workshop.</p>
June 2012	<p>US Port & Inlands Waterways Modernization Strategy: Preparing for Post-Panamax Vessels</p> <p>http://www.iwr.usace.army.mil/index.php/us-port-and-inland-waterways-modernization-strategy</p>	US Army Corps of Engineers	<p>The U.S. Army Corps of Engineers submitted to Congress Wednesday, June 20, 2012, the “U.S. Port and Inland Waterways Modernization: Preparing for Post-Panamax Vessels” report, an examination of options for future modernization of U.S. ports and inland waterways. The Panama Canal expansion will almost triple the size of container vessels able to transit the canal. How will this effect trade to the US, especially along the east and Gulf coasts? To understand this impact, we must first understand the existing condition of our port, inland waterway and intermodal infrastructure. Once we have a clear picture of the current condition and capacity of our waterway infrastructure, port and inland modernization needs can be described and a strategy developed to move forward.</p>

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Feb 2012	<p>Policy Innovation Memorandum No. 14 – A Strategy to Advance the Arctic Economy</p> <p>http://www.cfr.org/arctic/strategy-advance-arctic-economy/p27258</p>	Captain Melissa Bert, USCG, Council on Foreign Relations, Center for Preventive Action	<p>The United States needs to develop a comprehensive strategy for the Arctic. Melting sea ice is generating an emerging Arctic economy. Nations bordering the Arctic are drilling for oil and gas, and mining, shipping, and cruising in the region. Russia, Canada, and Norway are growing their icebreaker fleets and shore-based infrastructure to support these enterprises. For the United States, the economic potential from the energy and mineral resources is in the trillions of dollars—based upon estimates that the Alaskan Arctic is the home to 30 billion barrels of oil, more than 220 trillion cubic feet of natural gas, rare earth minerals, and massive renewable wind, tidal, and geothermal energy. However, the U.S. government is unprepared to harness the potential that the Arctic offers. The United States lacks the capacity to deal with potential regional conflicts and seaborne disasters, and it has been on the sidelines when it comes to developing new governance mechanisms for the Arctic. To advance U.S. economic and security interests and avert potential environmental and human disasters, the United States should ratify the UN Law of the Sea Convention (LOSC), take the lead in developing mandatory international standards for operating in Arctic waters, and acquire icebreakers, aircraft, and infrastructure for Arctic operations.</p>
Feb 2012	<p>New Strategic Dynamics in the Arctic Region – Implications for National Security and International Collaboration</p> <p>http://www.ifpa.org/pdf/StraDynArctic.pdf?utm_source=The+Telegraph&utm_campaign=ba9015e877-Top+of+the+World+Telegraph+Vol+8+Issue+92+27+2012&utm_medium=email</p>	The Institute for Foreign Policy Analysis. Charles Perry and Bobby Andersen	<p>As the Arctic is becoming more accessible due to melting polar ice cap, the analysis that follows aims to paint a comprehensive picture of the new strategic map just now emerging in the Arctic, to examine what that portends with regard to the potential for conflict or cooperation within the region, and, on that basis, to determine as clearly as possible the likely policies and priorities of the Arctic Five and other key regional stakeholders, and the skills and capabilities to operate in the Arctic that they will require as a result.</p>
Jan 2012	<p>Alaska State Legislature Alaska Northern Waters Task Force January 2012 Report</p> <p>http://housemajority.org/coms/anw/pdfs/27/NWTF+Full+Report+Color.pdf</p>	Alaska State Legislature Alaska Northern Waters Task Force	<p>Report covers activities of the Northern Waters Task Force (NWTF) and recommendations on Arctic issues in following six areas: arctic governance, arctic planning and infrastructure investment, oil & gas development, arctic fisheries, marine transportation and arctic research.</p>

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2011-2012	USARC Report on the Goals and Objectives for Arctic Research http://www.arctic.gov/reports_goals.html	U.S. Arctic Research Commission	Arctic research plays a key role in addressing fundamental scientific issues and in helping the nation meet its needs, aspirations and responsibilities as an arctic nation. To this end, the USARC delivers a biennial report to the President and Congress outlining recommended scientific research goals and objectives for the Arctic.
2011	The Northern Bering Sea- Our Way of Life http://beringseaelders.org/	The Bering Sea Elders Advisory Group with support from Alaska Marine Conservation Council.	Report describes the specific areas/animals that Alaska Native hunters and fisherman harvest in the Bering Sea. Includes quotes from elders and hunters. Includes indigenous knowledge of where to hunt, how to hunt, seasonal patterns, weather, ocean conditions, processing and customs. Maps included.
2011	An Evaluation of the Science Needs to Inform Decisions on Outer Continental Shelf Energy Development in the Chukchi and Beaufort Seas, Alaska http://pubs.usgs.gov/circ/1370/	U. S. Geological Survey (USGS); Edited by Leslie Holland-Bartels and Brenda Pierce	The U. S. Geological Survey (USGS) was asked to conduct an initial, independent evaluation of the science needs that would inform the Administration's consideration of the right places and the right ways in which to develop oil and gas resources in the Arctic Outer Continental Shelf (OCS), particularly focused on the Beaufort and Chukchi Seas. Oil and gas potential is significant in Arctic Alaska. Beyond petroleum potential, this region supports unique fish and wildlife resources and ecosystems, and indigenous people who rely on these resources for subsistence. This report summarizes key existing scientific information and provides initial guidance of what new and (or) continued research could inform decision making.
2011	The Shared Future: A Report of the Aspen Institute Commission on Arctic Climate Change http://www.aspeninstitute.org/policy-work/energy-environment/our-policy-work/dialogue-commission-arctic-climate-change/	The Aspen Institute Energy and Environment Program	This report, while taking a hard and new look at climate change in the Arctic, does not exhaust the dialogue needed to address many of the important issues raised. Undoubtedly, more discussion beyond this report is warranted. Participants in the Aspen Dialogue and Commission on Arctic Climate Change participated as experts in their field and not in their professional capacity or organizational affiliation. As with all policy dialogues in the Aspen Institute's Energy and Environment program, the format followed the Institute's time-honored approach to intentional, values-based dialogue, and adhered to a strict not-for-attribution rule throughout the duration of the dialogue. The names and affiliations of participants are listed for identification purposes only and do not indicate individual or organizational responsibility for this report or

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			recommendations. This report is issued under the auspices of the Aspen Institute and the members of the Aspen Institute Commission on Arctic Climate Change, with generous support from the Prince Albert II of Monaco Foundation and the Shell Oil Company.
2011	Saint Lawrence Seaway Development Corporation Fiscal Year 2011 Annual Report http://www.seaway.ca/en/management/index.html	Saint Lawrence Seaway Development Corporation	2011 Annual Report for the U.S. Saint Lawrence Seaway Development Corporation, a gov't corporation responsible for the operations and maintenance of the U.S. portion of the St. Lawrence Seaway between Montreal and Lake Erie.
Dec. 2011	Investing in Alaskans – 2011 AIDEA Annual Report	Alaska Industrial Development and Export Authority	2012 Annual Report for AIDEA.
Dec.1-2, 2011	Operational and Technical Challenges for Arctic Shipping Seminar Provide a Complete Guide to Ice Operations http://www.informaglobalevents.com/event/ice-operations-for-shipping-seminar	Operational and Technical Challenges for Arctic Shipping Seminar; 1-2 December 2011, Bonhill House, London, UK	Comprehensive ice and cold climate shipping seminar offers Arctic shipping professionals a unique opportunity to develop knowledge and broaden your experience with advice from the experts. The seminar will: Highlight the current operations and projects in Arctic waters; Identify the ice conditions, ice information and aids to navigation required for ice-going voyages; Explain the legal and insurance aspects for operating in cold climates; and Assess and evaluate the risks involved for operators or Arctic shipping.
Nov. 3, 2011	Coast Guard Polar Icebreaker Modernization: Background, Issues, and Options for Congress http://www.fas.org/sgp/crs/weapons/RL34391.pdf	Ronald O'Rourke, Specialist in Naval Affairs, Congressional Research Service	Report includes background on the three USCG polar icebreakers, summary of recent studies, issues/options for modernization, disposition of older ships and funding models for new ships.

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Sept. 2011	<p>The Obligation of Ownership is Leadership- A Roadmap to Alaska's Transportation and Energy Infrastructure Development</p> <p>http://www.commonwealthnorth.org/calendar/index.cfm?fa=catalog_class&classified=244</p>	Commonwealth North – Co-Chairs: Jeff Staser, Staser Consulting Group and Nils Andreassen, Institute of the North	Transportation and energy infrastructure development in Alaska is at a crossroads. The vitality of the economy and the well-being of Alaskans are at stake. Decisive action must be taken now to develop integrated systems. A comprehensive plan is needed. This requires a vision greater than a single road, port, or pipeline. It requires a comprehensive plan that looks at opportunities, resources and geography concurrently and applies an integrated approach in planning. This study defines responsibilities for transportation and energy in Alaska. Commonwealth North urges government, private sector and Alaskans to take collective action toward a single desired outcome: reliable transportation and energy infrastructure for all Alaskan communities. Study includes summary of Alaska's transportation and energy infrastructure, financing approaches to infrastructure projects and recommendations for the State.
Sept. 2011	<p>Becoming Arctic Ready</p> <p>http://www.pewenvironment.org/newsroom/reports/becoming-arctic-ready-85899363799</p>	The PEW Environmental Group Louie Porta and Professor Nigel Bankes	Becoming Arctic-Ready analyzes Canada's regulatory and licensing framework for offshore oil and gas in the Arctic—finding significant gaps at each of the five stages of hydrocarbon development—and makes 11 specific recommendations for government. The report concludes that Canada's system of regulating and licensing offshore oil and gas development requires major reforms to create an Arctic-ready future to protect this region and its people from environmental harm.
Sept 2011	<p>Status on Implementation of the AMSA 2009 Report Recommendations</p> <p>http://library.arcticportal.org/1401/</p>	Arctic Council and Protection of the Marine Environment (PAME)	Progress report on the 17 recommendations in the 2009 AMSA Report. Report also identifies areas for future cooperation and efforts to improve Arctic maritime safety and protect the Arctic marine environment.
May 2011	<p>The Brooks Range to Norton Sound Railroad</p> <p>http://www.alaskaminers.org/</p>	Steven Borell, PE, Executive Director, Alaska Miners Association	The Brooks Range to Norton Sound Railroad (BRNS-RR) will extend from the coal fields at the western end of the Brooks Range to Nome on Norton Sound of the Bering Sea. The primary purpose of the railroad will be to carry coal and metal concentrates from Northwest Alaska to a year-around deep water port site at Nome and carry fuel and supplies back to the mines and villages of the area.
May 19, 2011	<p>Report to Congress on Arctic Operations and the Northwest Passage</p>	United States Department of Defense	This report responds to House Report 111-491, page 337, to accompany

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	http://www.defense.gov/pubs/pdfs/Tab_A_Arctic_Report_Public.pdf		<p>H.R. 5136, the National Defense Authorization Act for FY2011, which requested DoD provide a report on Arctic operations addressing strategic national security objectives, needed mission capabilities, an assessment of changing the Unified Command Plan (UCP), needed basing infrastructure, and the status of and need for icebreakers. Report states that DoD does not currently anticipate a need for construction of a deep-draft port in Alaska between now and 2020. DoD will re-evaluate this assessment on a regular basis. Access to the Arctic could be met by icebreakers or ice-strengthened surface vessels. Mineral and resource extraction are primary focus of Alaska Deep-Draft Arctic Ports Study.</p>
<p>May 16, 2011</p>	<p>ADOT&PF Digital Elevation Model (DEM) Arctic Ports and Harbors (Presentation)</p> <p>http://www.poa.usace.army.mil/en/cw/AK%20Regional%20Ports%20Study/Charrette/Nick%20Mastrodicasa%20DEM.pdf</p>	<p>Nick Mastrodicasa</p>	<p>This presentation includes overview of the Digital Elevation Model and why it is important; village relocation and climate change; coastal erosion, aviation safety, infrastructure development, disaster mitigation/recovery, how Alaska measures up, DEM deliverables and funding strategy.</p>
<p>Apr. 7, 2011</p>	<p>Changes in the Arctic: Background and Issues for Congress</p> <p>http://www.housemajority.org/coms/anw/pdfs/27/Congressional_Research_Service_April_7_2011.pdf</p>	<p>Ronald O'Rourke, Coordinator Specialist in Naval Affairs, Congressional Research Service</p>	<p>This report includes background on the Arctic research and policies, summary of issues for Congress and Reports on Specific Arctic Related Issues.</p>
<p>Apr. 2011</p>	<p>Arctic Maritime and Aviation Transportation Infrastructure Initiative- Providing a Comparative Analysis of Port and Airport Infrastructure in Arctic Nations (Proposal)</p> <p>http://www.institutenorth.org/assets/images/uploads/articles/AMATII_-_Executive_Summary_final.pdf</p>	<p>Institute of the North</p>	<p>This Arctic Maritime and Aviation Transportation Infrastructure Initiative (AMATII) is a result of the work of the Arctic Council's Arctic Marine Shipping Assessment (AMSA) and ongoing work of DOT and FAA. Initiative seeks to address the infrastructure deficit (lack of ports and harbors) by inventorying maritime and aviation assets in the Arctic. This document is a summary of this Initiative proposal including the gap analysis, summary of findings, guidance document, 2012 Arctic Aviation Experts Conference, 2012 Arctic Port Response Infrastructure Conference and database that would result from this work.</p>

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Jan. 2011	<p>Alaska Regional Ports – Planning for Alaska’s Regional Ports and Harbors</p> <p>http://www.dot.state.ak.us/stwddes/desktops/assets/pdf/regionalports_finalreport0111.pdf</p>	U.S. Army Corps of Engineers and Department of Transportation and Public Facilities. Prepared by Northern Economics.	At the 2008 Alaska Regional Ports Conference, the overwhelming mandate from this group was the need for ongoing collaboration, comprehensive planning, and leadership to meet Alaska’s future needs. To achieve this goal, the U.S. Army Corps of Engineers (USACE) and Alaska Department of Transportation and Public Facilities (ADOT&PF) championed a multi-staged research effort to lay the groundwork for developing a statewide port and harbor plan. This report is the summary of that independent research and analysis, and incorporates feedback from the 2010 Regional Ports Conference attendees and conceptual revisions and suggestions made by USACE, ADOT&PF, and the Denali Commission.
2010	<p>H.R. 4576 Arctic Deep Water Sea Port Act of 2010</p> <p>http://www.opencongress.org/bill/111-h4576/show</p>	U.S. Congress	Directs the Secretary of Defense to require a study and report on the feasibility and potential of establishing a deep water sea port in the Arctic to protect and advance strategic United States interests within the evolving and ever more important region.
Dec 20, 2010	<p>Investing in Alaskans – AIDEA 2010 Annual Report</p> <p>http://www.aidea.org/Portals/0/Annual%20Reports/2010_AIDEA-AnnualReport.pdf</p>	Alaska Industrial Development and Export Authority	Annual report for 2010 activities by AIDEA.
Nov. 10, 2010	<p>Arctic Nautical Charting Plan (DRAFT) – A Plan to Support Sustainable Marine Transportation in Alaska and the Arctic</p> <p>http://www.nauticalcharts.noaa.gov/mcd/docs/Arctic_Nautical_Charting_Plan.pdf</p>	National Oceanic and Atmospheric Administration, Office of Coast Survey, Marine Chart Division	This is the first Office of Coast Survey nautical charting plan devoted exclusively for the Arctic. It presents an overview of the many drivers that have brought the need for a more robust maritime transportation infrastructure to the forefront. It provides detailed plans for the layout of additional nautical chart coverage and describes the requisite activities needed to build and maintain these charts. It supports the recommendations of the Interagency Ocean Policy Task Force and NOAA’s Arctic Vision and Strategy.
July 2010	<p>Alaska Energy Pathway – Toward Energy Independence</p>	Alaska Energy Authority	AEA has been developing a long-term energy strategy for the State. This report addresses the big picture by beginning to set an overall policy

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	ftp://ftp.aidea.org/AlaskaEnergyPathway/2010EnergyPathway8-12Press.pdf		direction for the State, including aggressive targets for energy efficiency and conservation. The report also identifies critical priority areas for Alaska related to energy supply and demand, economic development, climate change, energy security, education and workforce development.
July 19, 2010	Final Recommendations of the Interagency Ocean Policy Task Force http://www.housemajority.org/coms/anw/pdfs/26/OPTF_FinalRecs.pdf	The White House Council on Environmental Quality	In order to better meet our Nation's stewardship responsibilities for the ocean, our coasts, and the Great Lakes, President Obama established the Interagency Ocean Policy Task Force (Task Force) on June 12, 2009. The Task Force recommendations set a new direction for improved stewardship of the ocean, our coasts, and the Great Lakes. They provide: (1) our Nation's first ever National Policy for the Stewardship of the Ocean, Our Coasts, and the Great Lakes (National Policy); (2) a strengthened governance structure to provide sustained, high-level, and coordinated attention to ocean, coastal, and Great Lakes issues; (3) a targeted implementation strategy that identifies and prioritizes nine categories for action that the United States should pursue; and (4) a framework for effective coastal and marine spatial planning (CMSP) that establishes a comprehensive, integrated, ecosystem-based approach to address conservation, economic activity, user conflict, and sustainable use of ocean, coastal, and Great Lakes resources.
May 2010	National Ocean Policy, Exec Order 13547 http://energy.gov/nepa/downloads/execute-order-13547-stewardship-ocean-our-coasts-and-great-lakes	National Security Strategy (May 2010), U.S. President Barack Obama	This order establishes a national policy to ensure the protection, maintenance, and restoration of the health of ocean, coastal, and Great Lakes ecosystems and resources, enhance the sustainability of ocean and coastal economies, preserve our maritime heritage, support sustainable uses and access, provide for adaptive management to enhance our understanding of and capacity to respond to climate change and ocean acidification, and coordinate with our national security and foreign policy interests.
Apr. 14, 2010	Arctic Governance in an Era of Transformative Change: Critical Questions, Governance Principles, Way Forward http://www.arcticgovernance.org/	The Arctic Governance Project (Steering Committee)	This report covers opportunities and recommendations on how to improve Arctic governance systems by strengthening the Arctic Council, establishing regulatory mechanisms to address sectoral issues through appropriate international bodies, institutionalizing the science/policy interface, and building trust through dialogue among key Arctic constituencies. Recommendations for policymakers seeking to meet

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			governance needs in the Arctic are included in report.
Apr 2010	NOAA's Arctic Vision and Strategy www.arctic.noaa.gov/docs/arctic_strat_2010.pdf	National Oceanic and Atmospheric Administration	This document provides a high-level framework and six strategic goals to address NOAA's highest priorities in the Arctic. It is based upon assumptions that the region will: 1) continue to experience dramatic change, 2) become more accessible to human activities, and 3) be a focus of increasing global strategic interest. NOAA's Arctic Vision and Strategy is a draft report that has been prepared for external review. Once feedback is obtained from partners and stakeholders who will benefit from these enhanced and coordinated efforts in the Arctic region, this report will be finalized.
Mar. 2010	Energy for a Sustainable Alaska- the Railbelt Predicament http://commonwealthnorth.org/index.cfm?section=About&page=What's-New&viewpost=2&ContentId=743	Commonwealth North (Co-chairs Mary Ann Pease and David Wight)	<p>Commonwealth North is proud to present the recently published energy report produced by the Commonwealth North Energy Study Group. This report addresses the serious concerns over deliverability and production in Southcentral Alaska and the not so convenient truth that our energy security is at great risk. Mary Ann Pease, Co-chair of the Energy Study Group, will present Commonwealth North's findings and address some of the steps that need to be taken immediately to prepare the State for the future.</p> <p>Early in 2009, Commonwealth North formed its Energy Action Coalition to inform, study, evaluate and facilitate discussions relevant to the energy issues throughout Alaska, and develop policy guidelines and recommendations in the area consistent with Commonwealth North's overall goals and core values. Over the past several months, the Energy Action Coalition has studied the energy needs of Alaska, discussed and debated them extensively and, as involved and knowledgeable citizens, formulated views about the means for addressing those issues.</p>
Mar. 16, 2010	Progress Report of the Interagency Climate Change Adaptation Task Force http://www.whitehouse.gov/sites/default/files/microsites/ceq/20100315-interagency-adaptation-progress-	White House Council on Environmental Quality (CEQ), the White House Office of Science and Technology Policy (OSTP), and the National Oceanic and Atmospheric Administration (NOAA)	In parallel and in coordination with U.S. Global Change Research Program, the White House Council on Environmental Quality (CEQ), the White House Office of Science and Technology Policy (OSTP), and the National Oceanic and Atmospheric Administration (NOAA) convened the Interagency Climate Change Adaptation Task Force to begin to

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	report.pdf		develop Federal recommendations for adapting to climate change impacts both domestically and internationally. Part of this order referenced the work of the Task Force and called on it to report to him within a year on Agency actions in support of developing the domestic and international dimensions of a U.S. strategy for adaptation to climate change.
Feb. 2010	<p>The Arctic Energy Summit – The Arctic as an Emerging Energy Province</p> https://www.confmanager.com/main.cfm?cid=680&nid=5588	James Hemsath, PE, Institute of the North	Summary includes research outcomes of the International Polar Year of 2007-2009 to focus scientific research on the Earth’s polar Regions and summary of the Arctic Energy Summit which was convened for purposes of creating a dialogue, discussion and sharing of information/technology/approaches between Arctic nations. The Arctic Energy Technology Conference was held in Oct 2007 in Anchorage. Seventeen recommendations relating to development of energy in the Arctic were generated from the Summit, broken down into technology and sustainability categories.
Jan. 2010	<p>Decision Making for At-Risk Communities in a Changing Climate</p> http://ine.uaf.edu/accap/documents/DecisionMakingForCommunitiesAtRisk.pdf	Alaska Center for Climate Assessment & Policy	Many communities in Alaska are faced with multiple threats to infrastructure and quality of life due, in part, to projected changes in precipitation, temperature, and related incidences of flooding and erosion. Decision-makers must determine how best to manage their community's vulnerability with the knowledge that future environmental change is uncertain. This webinar will discuss a newly released report "Decision-making for at-risk communities in a changing climate" prepared by the Alaska Center for Climate Assessment and Policy. The report is intended to inform decision-makers relating to climate change and uncertainty, risk management, and relocation planning. Issues addressed regarding the planning process for relocation focus on the steps from planning through execution, perspectives on community engagement, partial relocation, site development costs, and timing. Sustainability recommendations focus on defining sustainability, future energy planning, planning for a changing cost of living, and available transportation corridors.

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Jan. 2010	<p>Alaska Energy Research Needs</p> <p>ftp://ftp.aidea.org/2010AlaskaEnergyPlan/2010%20Alaska%20Energy%20Plan/Research%20Needs%20Assessment/Research%20Needs%20Assessment.pdf</p>	<p>Prepared for the Alaska Energy Authority by The Alaska Center for Energy and Power, University of Alaska Fairbanks (Jason Meyer, Dennis Witmer, Gwen Holdmann)</p>	<p>This report assesses energy technologies and resources relevant to Alaska, and their associated critical research needs. It is envisioned that this document become a living document, a source of information and opportunities for collaboration between the many individuals and organizations conducting energy research in the state. It is believed this document could provide an important bridge linking decision makers, funders, communities, the general public and research interests.</p>
2009-2010	<p>Report on Goals and Objectives for Arctic Research 2009-2010</p> <p>http://www.arctic.gov/publications/usarc_2009-10_goals.pdf</p>	<p>United States Arctic Research Commission</p>	<p>Under ARPA, the US Arctic Research Commission biennially recommends key goals and objectives for the US Arctic Research Program Plan (hereinafter referred to as the “Plan”). The goals report was released after the Commission collected substantial input from scientific researchers, policymakers, and the public in Alaska, throughout the United States, and in the growing number of nations with Arctic interests. The Commission cosponsored a number of scientific meetings and workshops to help define its research goals and policy, including a June 2009 workshop in Anchorage with the National Institutes of Health’s Fogarty International Center, to help understand the basis for the remarkably high rate of behavioral and mental health problems in the Arctic, including suicide, alcoholism, and spousal and child abuse. During the last two years, the Commission led special initiatives and reports, including the Arctic Marine Shipping Assessment, an Arctic Council agenda for shipping research, and a white paper on oil spill response research. The Commission occasionally writes “white papers” on other subjects as well, which are posted on the Commission’s web site, www.arctic.gov. Under ARPA, IARPC is charged with revising the nation’s five-year Arctic Research Program Plan in order to achieve the goals of this report. The recommendations in this report were conveyed, as required by law, in 2009, and this report elaborates upon those goals as a starting point for IARPC’s work to revise the Plan.</p>

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2009	Assessment of Undiscovered Oil and Gas in the Arctic http://www.sciencemag.org/content/324/5931/1175.short	Donald Gautier	<p>Among the greatest uncertainties in future energy supply and a subject of considerable environmental concern is the amount of oil and gas yet to be found in the Arctic. By using a probabilistic geology-based methodology, the United States Geological Survey has assessed the area north of the Arctic Circle and concluded that about 30% of the world's undiscovered gas and 13% of the world's undiscovered oil may be found there, mostly offshore under less than 500 meters of water. Undiscovered natural gas is three times more abundant than oil in the Arctic and is largely concentrated in Russia. Oil resources, although important to the interests of Arctic countries, are probably not sufficient to substantially shift the current geographic pattern of world oil production.</p>
2009	Integrated Ocean Management Plan for the Beaufort Sea – 2009 and Beyond http://www.beaufortseapartnership.ca/documents/Integrated%20Ocean%20Management%20Plan%20for%20the%20Beaufort%20Sea.pdf	Beaufort Sea Partnership	<p>The Beaufort Sea Integrated Ocean Management Plan (IOMP) represents the culmination of several years of work by dozens of people representing Aboriginal, Territorial and Federal government departments, management bodies, and northern coastal community residents with interests in the Beaufort Sea. Industry and other interested parties have also participated in a range of events and Working Groups and provided comments throughout the process leading to this Plan. The Plan is intended to facilitate integrated planning among all Beaufort Sea resource users and managers. While sectoral agencies will continue to deliver their mandated responsibilities as usual, shared implementation of the Plan is intended to achieve responsible and sustainable use of the Beaufort Sea.</p>
Oct. 22-24, 2009	Considering a Roadmap Forward: The Arctic Marine Shipping Assessment Workshop Report http://www.uarctic.org%2FAMSA_workshop_report_final_09.2010_-3FYy.pdf.file&ei=44FrUPubLIbc2QXblYHoBQ&usg=AFQjCNH0zbZsg6vyKelluHUK78oyM9Kullg	University of Alaska Fairbanks Editors: Lawson Brigham and Michael Sfraga.	<p>This report summarizes the Arctic policy workshop hosted by the University of Alaska Fairbanks on 22-24 October 2009. It covers background on AMSA, Guidance to Workshop Working Groups, Stakeholders, AMSA Recommendations, Funding Issues, Summary of Key Policy Issues Ahead and Appendices.</p>

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Nov. 2009	U.S. Navy Arctic Roadmap http://www.navy.mil/navydata/documents/USN_arctic_roadmap.pdf	Task Force Climate Change / Oceanographer of the Navy	This Navy Arctic Roadmap (2009-2014) provides chronological list of Navy action items, objectives and desired effects for the Arctic region from FY10-14. Focus areas include: strategy, policy, missions and plans; operations and training; investments in weapons, platforms, sensors, command, control, communications, computers, intelligence, surveillance, reconnaissance, installations and facilities; strategic communications/outreach; and environmental assessment and prediction.
May 2009	Why the Arctic Matters: America's Responsibilities as an Arctic Nation http://www.commonwealthnorth.org/index.cfm?section=About&page=What's-New&viewpost=2&ContentId=699	Commonwealth North, Mead Treadwell	This report provides a comprehensive overview of the issues related to the changing Arctic for state and national policy-makers as well as the public. It is set up as an overview that frames the issues and outlines their intersection with US national and Alaskan interests. Understanding and managing a changing Arctic will require Americans to become accustomed to thinking of their country as an Arctic nation. By raising awareness in the public sphere about Arctic issues and stimulating discussion, Commonwealth North believes that it can prompt the state and the nation to take action to bring about a desirable future for the Arctic.
Apr. 2009	Arctic Marine Shipping Assessment 2009 Report http://www.pame.is/images/stories/PDF_Files/AMSA_2009_Report_2nd_print.pdf	The Arctic Council	The Arctic is undergoing extraordinary transformations early in the 21st century. Natural resource development, governance challenges, climate change and marine infrastructure issues are influencing current and future marine uses of the Arctic. The Arctic Council, recognizing these critical changes and issues, at the November 2004 Ministerial meeting in Reykjavik, Iceland, called for the Council's Protection of the Arctic Marine Environment (PAME) working group to "conduct a comprehensive Arctic marine shipping assessment as outlined under the Arctic Marine Strategic Plan (AMSP) under the guidance of Canada, Finland and the United States as lead countries and in collaboration with the Emergency Prevention, Preparedness and Response (EPPR) working group and the Permanent Participants as relevant." The Arctic Marine Shipping Assessment, or The AMSA 2009 Report, is the product of that Arctic Ministerial decision in Reykjavik and was approved at the 2009 Ministerial meeting in Tromsø.

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Apr. 2009	<p>Arctic Marine Shipping Assessment - Human Dimensions of Arctic Shipping: Background Report</p> <p>http://www.pame.is/images/stories/AMSA/AMSA_Background_Research_Documents/Human_Dimensions_of_Arctic_Marine_Activities/4-1-Human-Dimensions--Background-Research-Report-June-2009.pdf</p>	Henry P. Huntington	This chapter addresses primarily the local aspects of human dimensions of Arctic marine shipping. Governance is addressed in Chapter 2 (History of Arctic Marine Transport and Governance), with additional discussion in Chapter 6 (Environmental Impacts). Some institutional dimensions are also considered in Chapter 6 as well as in Chapter 7 (Current and Anticipated Infrastructure). Chapter 5 (Scenarios and Futures of Arctic Marine Activity) considers the larger political and economic drivers of marine shipping and the regulation thereof, providing the overall context for the assessment. This chapter complements the rest of the assessment by looking closely at the implications of Arctic marine shipping for Arctic communities, with a particular focus on indigenous communities and traditional activities in the marine environment.
Apr. 2009	<p>Arctic Marine Shipping Assessment – Background Research Report on Potential Environmental Impacts from Shipping in the Arctic (DRAFT)</p> <p>http://www.pame.is/images/stories/AMSA/AMSA_Background_Research_Documents/Environmental_Impacts/6-1-Environmental-Impacts-from-Current-and-Future.pdf</p>	Hein Rune Skjoldal	AMSA Integrated Research Report includes Introduction, Potential Environmental Effects from Ships, Impacts by Regions, Future trends in environmental status and impacts, Findings, Research Gaps and Opportunities and References.
Mar 2009	<p>Immediate Action Workshop – Recommendations to the Governor’s Subcabinet on Climate Change</p> <p>http://www.climatechange.alaska.gov/docs/iaw_finalrpt_12mar09.pdf</p>	Immediate Action Workgroup, Commissioner Hartig and Members of the Governor’s Subcabinet on Climate Change.	This report contains recommendations from the Immediate Action Workgroup regarding action and policies for Climate Change.
Jan. 2009	<p>Arctic Research and Monitoring</p> <p>http://doc.aos.org/2009/arm_final_report.pdf</p>	AOOS	This report summarizes the presentations and participant input from a one-day workshop sponsored by the Alaska Ocean Observing System (AOOS) and the North Pacific Research Board (NPRB) on Arctic Research and Monitoring held in conjunction with the 2009 Alaska Marine Science Symposium.

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Jan 2009	<p>Alaska Energy – A First Step Toward Energy Independence. A Guide for Alaskan Communities to Utilize Local Energy Resources</p> <p>http://www.akenergyauthority.org/PDF%20files/AK%20Energy%20Final.pdf</p>	Alaska Energy Authority, Alaska Center for Energy and Power	This AEA report discusses the agency’s work toward generating a community, regional and statewide energy plan. Report includes discussion of energy policy, permitting, energy technologies. The report also contains a technology screening tool to allow communities to review locally available resources and determine the least cost energy options. The focus of this effort was on the non-railbelt areas of the state, where energy costs are greatest.
Jan 2009	<p>U.S. Arctic Region Policy - National Security Presidential Directive and Homeland Security Presidential Directive (NSPD-66 / HSPD -25)</p> <p>http://www.fas.org/irp/offdocs/nspd/nspd-66.htm</p>	The White House	This directive establishes the policy of the United States with respect to the Arctic region and directs related implementation actions. This directive supersedes Presidential Decision Directive/NSC-26 (PDD-26; issued 1994) with respect to Arctic policy but not Antarctic policy; PDD-26 remains in effect for Antarctic policy only.
Jan 2009	<p>Opening the Arctic Seas- Envisioning Disasters and Framing Solutions, March 18-20, 2008</p> <p>http://www.pame.is/amsa/amsa-background-research-documents/65-infrastructure</p>	Coastal Response Research Center at the University of New Hampshire	The March 2008 workshop, entitled “Opening the Arctic Seas: Envisioning Disasters and Framing Solutions,” was held at the University of New Hampshire in Durham, NH. This report provides a qualitative analysis of risk factors for five potential marine incidents likely to happen as shipping, tourism, exploration and development of natural resources (e.g., oil, gas, minerals) occur with the retreating Arctic ice cover. Workshop participants represented a broad spectrum of constituencies and expertise including governmental agencies, industry, nongovernmental organizations and indigenous people from the Arctic nations. Incidents envisioned involved shipping (i.e., vessels caught in ice, collisions), oil spills, search and rescue, environmental damage, and disruption of indigenous communities. Research priorities were identified by workshop participants to address gaps in preparedness and response for these types of incidents. The report is designed to serve as a resource for funding entities and a tool to inform the Arctic nations and the Arctic Council about how to proceed to avoid the disasters that could result from our current state of unpreparedness.
2009	<p>Arctic Report Card Update for 2009</p> <p>http://www.arctic.noaa.gov/report09/</p>	Richter-Menge, Overland	Warming of the Arctic continues to be widespread, and in some cases, dramatic. Linkages between air, land, sea, and biology are evident.

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2008	Arctic Report Card 2008: Temperatures Are at a Record High http://www.arctic.noaa.gov/report08/	Richter, Overland, Svoboda, Box, Loonen, Proshutinsky, Romanovsky, Russel, Sawatzky, Simpkins NOAA	The report, compiled by 46 scientists from 10 countries, looks at a variety of conditions in the Arctic. The region has long been expected to be among the first areas to show impacts from global warming, which the Intergovernmental Panel on Climate Change concludes is largely a result of human activities adding carbon dioxide and other gases to the atmosphere.
Oct. 10, 2008	Governance of Arctic Marine Shipping http://www.pame.is/images/stories/AMSA/AMSA_Background_Research_Documents/History_and_Governance_of_Arctic_Shipping/2.5-Governance-of-Arctic-Marine-Shipiping.pdf	Dalhousie University, Marine & Environmental Law Institute This report is the result of research conducted by members and associates of the Marine & Environmental Law Institute, Dalhousie University, Halifax, Nova Scotia, Canada.	This technical report provides a four part overview of governance of shipping in the Arctic. International shipping conventions consist of instruments that provide (1) a legal framework for inter-state rights and obligations (international public maritime law conventions), and (2) a framework for the conduct of maritime transactions between private actors on selected topics (international private maritime law conventions). This overview is conducted according to these two major divisions. First, the role of international conventions and other instruments relevant to Arctic shipping is described through a look at UNCLOS (Part I), maritime safety and seafaring conventions, and maritime environmental protection agreements (Part II). Part III sets out the international private maritime law framework, including carriage of goods by sea rules, insurance, salvage, and liability and compensation agreements. In Part IV, a further survey of the national experiences of Canada and Russia in regulating shipping in the Arctic is undertaken as they are the two Arctic states that have adopted more stringent regulations than generally applicable international standards. The chapter concludes with a list of key findings and further research needs and priorities.
Oct. 2008	Regional Case Study to 2020: Bering Strait Region http://www.pame.is/images/stories/AMSA/AMSA_Background_Research_Documents/Scenarios/5.5-Bering-Strait-Region-Case-Study.pdf	L.Brigham (USARC), M. Cerne (USCG), K. Cole (NOAA, NWS), N. Durham (USNA), A. Fish (NOAA, NWS), C. Johnson (USARC), M. McCammon (AOOS), R. Meehan (USFWS), S. Montoya (USCG), T. Newbury (USMMS), J. Overland (NOAA), R. Pawlowski (AFDF), G. Sheffield (ADF&G), M. Wang (NOAA).	This case study focuses on the current and future (until 2020) use of the Bering Strait region. The strait is a bottleneck that connects two unique, but globally significant marine ecosystems: The Bering Sea, part of the N. Pacific Ocean and the Chukchi Sea. Like the rest of the Arctic, climate change amplifies this region. Biological communities are changing quickly and in unpredictable ways. Potential damage from an oil spill in this region would be nearly impossible to clean up given current technology.

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Sept. 30, 2008	Arctic Marine Tourism: Its History, Prospects and Management http://www.pame.is/images/stories/AMSA/AMSA_Background_Research_Documents	John M. Snyder, Ph.D. Strategic Studies, Inc. Centennial, Colorado	Report includes discussion of Arctic marine tourism, Polar marine Tourism, Managing to Prevent Harm, and the Future of Arctic Tourism.
June 19, 2008	Current Infrastructure in the Baltic Sea Area http://www.pame.is/images/stories/AMSA/AMSA_Background_Research_Documents/Infrastructure/7.3---Case-Study-Current-Infrastructure-in-the-Baltic-Sea-Area.pdf	FMA/Jorma Kämäräinen	Chapter 7 of the AMSA Report – Current Infrastructure in the Baltic Sea Area.
June 10-13, 2008	Protection of the Arctic Marine Environment and Arctic Marine Shipping Assessment – Canadian Arctic Community Meetings http://www.pame.is/images/stories/AMSA/AMSA_Background_Research_Documents/Human_Dimensions_of_Arctic_Marine_Activities/4-4-Canadian-Arctic-Community-Meetings-Report.pdf	Integrated Environments	Members of the Canadian PAME team held meetings from June 10th through 13th in six Canadian Arctic communities: Iqaluit, Pond Inlet, Resolute Bay, Cambridge Bay, Inuvik and Whitehorse. The meetings focused on key PAME activities: the Arctic Marine Shipping Assessment (AMSA), and the Arctic Regional Programme of Action. The intent of the meetings was to provide an update on activities and solicit feedback, thereby gaining a better understanding of issues and concerns relevant to Arctic coastal communities. This report provides a summary of the Arctic shipping issues and challenges raised by participants at the six community meetings. Sections (2.0-7.0) of this report cover each community meeting. Section 8.0 is a summary of issues, concerns and lessons learned. Sections 9 thru 11 contain a list of tour and meeting participants, copies of the Letter of Invitation and posters used to advertise the Community Meetings.
May 2008	The Future of Arctic Marine Navigation in Mid-Century Scenario Narratives http://www.pame.is/images/stories/AMSA/AMSA_Background_Research_Documents	Arctic Marine Shipping Assessment (AMSA), Compiled by GBN Global Business Network	This document serves as the final Scenario Narratives Report for the Future of Arctic Marine Navigation in Mid-Century, a project of the Arctic Council’s Protection of the Arctic Marine Environment (PAME) working group and Global Business Network (GBN), a member of the Monitor Group. The purpose of this project, and these scenarios, is to systematically consider the long-term social, technological, economic,

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			environmental, and political impacts on Arctic Marine Navigation of Key Finding #6 of the Arctic Climate Impact Assessment (ACIA) published by the Arctic Council and the International Arctic Science Committee in November 2004. These scenarios are meant to summarize and communicate a set of plausible and different stories of the future in which critical uncertainties play out in ways that challenge planning decisions being made in the present.
Apr. 29, 2008	The Future of Arctic Marine Navigation in 2050 Environmental Implications Workshop Notes, San Francisco http://www.pame.is/images/stories/AMSA/AMSA_Background_Research_Documents/Environmental_Impacts/6.3-AMSA-Environmental-ImplicationsScenarios-Workshop-Report.pdf	Prepared for the Arctic Marine Shipping Assessment by GBN Global Business Network	This document contains the notes for the Environmental Implications Workshop on the Future of Marine Arctic Navigation in 2050. The notes capture real-time thoughts and insights from a diverse group of stakeholders during this workshop, which was held at the Global Business Network (GBN) offices for the Arctic Marine Shipping Assessment (AMSA). The purpose of this workshop was two-fold: one, to use the scenarios developed for AMSA as a tool to identify and broaden the implications for (and from) the natural environment in terms of Arctic marine navigation; and two, to generate material that should contribute to the “Environmental Impacts” Chapter of the Assessment.
Apr. 2008	ExxonMobil’s MANHATTAN Icebreaking Project http://www.pame.is/images/stories/AMSA/AMSA_Background_Research_Documents/History_and_Governance_of_Arctic_Shipping/2-3-The-MANHATTAN-Story.pdf	William O. Gray, Manager of the Arctic Project for Esso International	(The section on the ExxonMobil’s MANHATTAN Icebreaking Project was written by William O. Gray, Manager of the Arctic Project for Esso International with overall responsibility for design, construction, and technical studies of the Arctic (08 April 2008 W. O. Gray). For further consideration, please read, “Manhattan’s Arctic Venture – A Semitechnical History” published by The Society of Naval Architects and Marine Engineers, 1981.)
Mar. 31, 2008	Social and Economic Considerations for the Arctic Marine Shipping Assessment http://www.pame.is/images/stories/AMSA/AMSA_Background_Research_Documents/Human_Dimensions_of_Arctic_Marine_Activities/4-2-Social-and-Economic-Considerations-for-the-Arc.pdf	Integrated Environments	Canada, as a participant in the AMSA, agreed to contribute to a domestic study and report on the social, economic, and environmental effects and consequences to northern and Aboriginal communities from current and future marine shipping activities in the Canadian Arctic. This study will follow Transport Canada’s Canadian Arctic Shipping Assessment Scoping Study in defining the Canadian Arctic as: “Canada’s continental coastline between Alaska and Cape Chidley in northern Labrador (including its immediate hinterland and the Mackenzie Delta); borders with the USA and Denmark (Greenland); and their meridian extensions

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			to the North Pole.” This domestic study will form part of the Canadian contribution in support of the Arctic Council’s Arctic Marine Shipping Assessment (AMSA).
Mar. 2008	<p>Environmentally Responsible Technologies for Marine Transportation System at Northern Latitudes</p> <p>http://www.pame.is/images/stories/AMSA/AMSA_Background_Research_Documents/Environmental_Impacts/6-2-Environmentally-Responsible-Technologies-for-Marine-Transportation-System-at-Northern-Latitudes.pdf</p>	For Transport Canada by Maritime Innovation	This project initiative is to provide strategic perspectives on the future of Canada’s environmentally responsible technologies for northern marine transportation. This report is to be a thought piece, based on qualitative and quantitative information, but also drawn from the Consultant’s knowledge and experience. This report is to be a thought piece, based on qualitative and quantitative information, but also drawn from the Consultant’s knowledge and experience.
2007	<p>Polar Icebreakers in a Changing World</p>	Committee on the Assessment of U.S. Coast Guard Polar Icebreaker Roles and Future Needs Polar Research Board Transportation Research Board The National Academies	A comprehensive assessment of polar icebreaker missions, how these missions might change over time, and how we can reliably meet all national needs given the state of our icebreaker fleet.
2007	<p>Arctic Observing Network: Toward a U.S. Contribution to Pan-Arctic Observing.</p> <p>http://www.nsf.gov/pubs/2008/nsf0842/</p>	Jeffries, Korsmo, Calder, Crane	In April 2007 the US Interagency Research Policy Committee (IARPC) called for the development of an Arctic Observing Network (AON) to understand the causes and consequences of Arctic change. Under the joint leadership of NOAA and NSF, Committee staff prepared Arctic Observing Network (AON): Toward a US Contribution to Pan-Arctic Observing, a summary of ongoing and future Federal Arctic observing activities with a strategy for enhanced coordination and integration of these activities
July 2007	<p>The Future of Arctic Marine Navigation in Mid-Century Regional Scenario Workshop Notes (Helsinki, Finland)</p> <p>http://www.pame.is/images/stories/AMSA/AMSA_Background_Research_Documents/Environmental_Impacts/6-2-Environmentally-Responsible-Technologies-for-Marine-Transportation-System-at-Northern-Latitudes.pdf</p>	Arctic Marine Shipping Assessment (AMSA) of the Arctic Council Protection of the Arctic Marine Environment (PAME); Compiled by GBN Global Business Network	This document contains the complete “raw” notes for the Regional Scenarios Workshop on the Future of Arctic Marine Navigation in Mid-Century. It captures the thinking and ideas generated by a diverse group of stakeholders during a scenario analysis workshop held on behalf of the Arctic Council for the Arctic Marine Shipping Assessment (AMSA) at the offices of Aker Arctic Technology in Helsinki on July 24th – 25th

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	ments/Scenarios/5.2-AMSA-Scenarios-Workshop-II-Helsinki-Report.pdf		2007. The output from this workshop will contribute to the scenarios chapter in the AMSA.
June 2007	<p>Canadian Arctic Shipping Assessment</p> <p>http://www.pame.is/images/stories/AMSA/AMSA_Background_Research_Documents/</p>	The Maripot Group Ltd. for Transport Canada	The Canadian Arctic Shipping Assessment follows on from the Canadian Arctic Shipping Assessment Scoping Study, and is a high level overview of current and future shipping activity in the Canadian Arctic. Information is derived from secondary sources and draws heavily on the knowledge and resources of the consultant team. Limited original research was called for. The report has provided a Northern Context for climatic, socio-economic, commercial and regulatory issues as well as historical background. Various aspects of Arctic shipping have been addressed, including through transits using the Northwest Passage. Data issues have also been addressed, together with background material on a range of related topics. This report has been prepared specifically for Transport Canada Marine Policy in June 2007.
Apr. 2007	North Pacific Rim Trade Corridor Study Final Report	GHK International (Canada) Ltd.	Alaska Canada Link is investigating the feasibility of a rail link connecting the Alaska Railroad to the North America rail system in Canada. This report looks at the market potential for a new sea/rail transportation link between Asia and North America.
Apr 2007	<p>The Future of Arctic Marine Navigation in Mid-Century Scenario Creation Workshop Notes (San Francisco)</p> <p>http://www.pame.is/images/stories/AMSA/AMSA_Background_Research_Documents/Scenarios/5.1-AMSA-Scenarios-Workshop-I-San-Francisco-Report.pdf</p>	Arctic Marine Shipping Assessment (AMSA) of the Arctic Council Protection of the Arctic Marine Environment (PAME); Compiled by GBN Global Business Network	This document contains the complete “raw” notes for the scenario creation workshop on the Future of Arctic Marine Navigation in Mid-Century. It captures the thinking and ideas generated by a diverse group of stakeholders during a scenario analysis workshop held on behalf of the Arctic Council (AC) for the Arctic Marine Shipping Assessment (AMSA) at the offices of Global Business Network (GBN) in San Francisco on April 4th, 5th, and 6th 2007. The output from this scenario workshop will form the basis of a chapter in the AMSA
2007	<p>Regional Case Study to 2020: Northwest Russia and ARCOP</p> <p>http://www.pame.is/images/stories/AMSA/AMSA_Background_Research_Documents/Scenarios/5.7-ARCOP-summary.pdf</p>	Kimmo Juurmaa, Finland	Report includes summary of Arctic Operational Platform (ARCOP) project. ARCOP was a R&D project to study the different elements of the of oil and gas transportation from North-West Russia to Europe. The project was partly funded by EU Commission and partly by European industry.

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2006	Inupiat youth suicide and culture loss http://www.ncbi.nlm.nih.gov/pubmed/16952416	Wexler	Inupiat living in Northwest Alaska have one of the highest youth suicide rates in the world. Other circumpolar peoples share this disturbing distinction. This demographic and ethnic health disparity has spurred research that investigates acculturation stress as a cause of Inuit youth suicide.
2006	Toward an Integrated Arctic Observing Network http://www.nap.edu/catalog.php?record_id=11607	National Research Council: National Academies Press (book)	Observable changes with regional and global implications, such as warming temperatures and reduced sea ice, are taking place across the Arctic. However, the record of Arctic observations suffers from incomplete geographic coverage and limited duration, and measurements are not well coordinated. This makes it difficult to comprehensively describe current conditions in the Arctic, let alone understand the changes that are underway or their connections to the rest of the Earth system. The U.S. National Science Foundation asked for guidance to help design a pan-arctic observing network. This book outlines the potential scope, composition, and implementation strategy for an arctic observing network. Such an integrated, complete, and multidisciplinary environmental observing network will improve society's understanding of and ability to respond to ongoing systemic changes in the Arctic and its capability to anticipate, predict, and respond to future change both in the Arctic and around the globe. The network would build on and enhance existing national and international efforts and deliver easily accessible, complete, reliable, timely, long-term, pan-arctic observations. Because many potential components of the network already exist or are being planned, and because of the surge of activity during the International Polar Year, there is an immediate opportunity for major progress.
2006	Science and Engineering Indicators http://www.nsf.gov/statistics/seind06/pdf/start.htm	National Science Board	This overview of the National Science Board's Science and Engineering Indicators 2006 describes some major U.S. and international science and technology (S&T) developments
2006	Arctic Marine Mammals and Climate Change http://www.esajournals.org/doi/full/10.1890/06-0571.1	Sue Moore	Impacts and resilience of arctic species.

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2006	Report of the PICES/NPRB Workshop on Integration of Ecological Indicators of the North Pacific with Emphasis on the Bering Sea http://www.pices.int/publications/scientific_reports/Report33/Rep_33_default.aspx	PICES Scientific Report Kruse, Livingstone, Overland, Jamieson, McKinnel and Perry	Evaluate the Utility of Ecosystem Indicators in Explaining Processes underlying Marine Production
2006	Polar Icebreakers in a Changing World: An Assessment of U.S Needs http://dels.nas.edu/resources/static-assets/materials-based-on-reports/reports-in-brief/polar_icebreakers_final.pdf	National Research Council's Polar Research Board Anita K Jones	The Committee finds that both operations and maintenance of the polar icebreaker fleet have been underfunded for many years, and the capabilities of the nation's icebreaking fleet have diminished substantially. Deferred long-term maintenance and failure to execute a plan for replacement or refurbishment of the nation's icebreaking ships have placed national interests in the polar regions at risk. The nation needs the capability to operate in both polar regions reliably and at will.
2006	Arctic Ocean Synthesis http://doc.nprb.org/web/05_prjs/503_pr_june06.pdf	Hopcroft, Bluhm, Gradinger, Whitlege, Weingartner, Norcross, Springer	Analysis of Climate Change Impacts in the Chuckchi and Beaufort Seas with Strategies for Future Research.
2006	Climate Change and the Bering Sea Ecosystem http://www.afsc.noaa.gov/Publications/ProcRpt/PR_2006-01.pdf	Alaska Fisheries Science Center, NMFS USDC	Proposed strategy to begin a coordinated, integrated research approach for investigating the Bering Sea ecosystem and it's living marine resources.
Mar. 2006	Arctic Shuttle Container Link from Alaska US to Europe http://www.marad.dot.gov/documents/Arctic_Analysis_November_08.pdf	Aker Arctic Technology Inc. (M.Niini, M.Arpiainen, R. Kiili)	In Dec 2005, Institute of North contracted with Aker Arctic Technology to perform a pre-feasibility study to examine and evaluate the technological and economical aspects of establishing a container traffic link between Aleutian Islands and Europe using the Northern Sea Route. Report includes Background, Arctic Container Vessel Designs, Ice Conditions, Transit Simulations, Transport Costs for Northern Sea Route and Summary.
2005	Analysis of Arctic Children and Youth Health Indicators	Wigle, Gilman, McAllister, Gibbons. Arctic Council, Sustainable Development Working Group, 2005	In 1998, the Sustainable Development Working Group, a working group of the Arctic Council, established the Future of Children and Youth of the Arctic Initiative to improve the health and well-being of children and

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	http://books.google.com/books/about/Analysis_of_Arctic_Children_and_Youth_He.html?id=aAiiZwEACAAJ		youth in the Arctic and to increase awareness and understanding of sustainable development.
Nov. 24, 2004	Arctic Climate Impact Assessment Policy Document http://www.acia.uaf.edu/	Issued by the Fourth Arctic Council Ministerial Meeting, Reykjavík, Iceland	Ministers of the Arctic Council meeting in Reykjavik, Iceland in November 2004 addressed the matter of Arctic climate change and variability. Report includes Background, Arctic Climate Policy Actions and The Role of the Arctic Council.
2004	Impacts of a Warming Arctic: Arctic Climate Impact Assessment http://www.acia.uaf.edu	Susan Joy Hassol, Cambridge University Press	Overview of key findings from the Arctic Climate Impact Assessment (ACIA). Key finding topics include: Arctic Climate Change, Global Implications, Vegetation Changes, Animal Species Shifts, Coastal Impacts, Marine Transportation, Thawing Ground, Indigenous Communities, Ultraviolet Radiation and Multiple Stresses.
June 2000	Study of Environmental Arctic Change http://www.arctic.noaa.gov/aro/reports/IWG-SEARCH.pdf	Interagency Working Group for SEARCH	The Study of Environmental Arctic Change (SEARCH) is an interdisciplinary, multi-scale program at the Arctic Research Consortium of the U.S. in Fairbanks, Alaska, USA. It is a focused, vertically structured organization through which government agencies can study the newest data collected on Arctic changes. Eight U.S. federal agencies participate in SEARCH, including the National Oceanic and Atmospheric Administration[1] and Arctic Research Consortium of the U.S. (ARCUS).[2] A variety of programs also support SEARCH, including the Arctic Observation Network-Social Indicator Project (AON-SIP)
2000	Arctic Telemedicine Project Final Report http://www.uaa.alaska.edu/instituteforcircumpolarhealthstudies/research/archives/telemedicine/arctic.cfm	Hild, Fair and Smith, UA A Institute for Circumpolar Health Studies	The Institute for Health Studies (ICHS) was contracted to prepare a report for the Ministers of the eight-nation Arctic Council on the status of telemedicine in the far north. ICHS held a workshop in Washington DC of key contacts from the eight nations of the Arctic and four indigenous peoples groups. This workshop, held in March 2000, addressed key aspects of the report to Ministers. The final report was delivered in early October 2000.
1995	Experience of abuse in primary care patients. Racial and rural differences http://www.ncbi.nlm.nih.gov/pubmed/7582062	Mongan, Hamrick, Hendrick	To examine the experience of abuse in rural, urban, black, and white women on the following dimensions: prevalence, symptom experience, health status, medical services utilization, and coping mechanisms.

DATE	TITLE	AUTHOR	ABSTRACT
1993-1999	<p>International Northern Sea Route Programme</p> <p>http://www.pame.is/amsa/amsa-background-research-documents/61-history-and-governance-of-arctic-shipping</p>	R. Douglas Brubaker Claes Lykke Ragner Fridtjof Nansen Institute	The International Northern Sea Route Programme (INSROP) was probably the most comprehensive marine transport study ever undertaken. The aim of this 1993-1999 multidisciplinary endeavor was to create a research based knowledge bank covering all relevant aspects of commercial, international shipping on Russia's Arctic Northern Sea Route (NSR). Report includes Introduction; Considerations of the natural environment, ice navigation and ship technology; Environmental Considerations; Economic Considerations; and Military, Political, Legal and Indigenous Considerations.
1974	Private Reports of Lost River Mining Corporation – Point Jackson in Port Clarence		
1974	Study of Rail to the Brooks Range from the Seward Peninsula	Walt Parker	
1945	<p>History of Arctic Shipping Up Until 1945</p> <p>http://www.pame.is/images/stories/AMSA/AMSA_Background_Research_Documents/History_and_Governance_of_Arctic_Shipping/2-2-Early-Arctic-Marine-Transport-History.pdf</p>	Professor William (Bill) Barr, Arctic Historian, The Arctic Institute of North America, University of Calgary	The following section on early history was written by Professor William (Bill) Barr, Arctic Historian, The Arctic Institute of North America, University of Calgary. Prof. Barr has published numerous books and articles on the history of exploration of the Arctic. In 2006, William Barr received a Lifetime Achievement Award for his contributions to the recorded history of the Canadian North from the Canadian Historical Association. As well, Prof. Barr, a known admirer of Russian Arctic explorers, has been credited with making known to the wider public the exploits of Polar explorations by Russia and the Soviet Union.
1942	<p>Report on Survey Trans-Canadian Alaska Railway Location</p> <p>http://books.google.com/books/about/Report_on_Survey_Trans_Canadian_Alaska_R.html?id=vvDltgAACAAJ</p>	U.S. Engineer Office	Report on Survey Trans-Canadian Alaska Railway Location. A railroad from Prince George British Columbia to Port Clarence Alaska. Including a pipeline for fuel from Cape Riley to Fairbanks.
1940's	Hydro Power Survey Tisuk Channel		Hydro Power survey Tisuk Channel. near Port Clarence. 60 megawats Inflow may produce much more.